

National Functional Classification ~ NFC ~

Post-2000 Census Statewide Review

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**Prepared by
Michigan Department of Transportation
Bureau of Transportation Planning
Statewide Planning Section
November 2003**

I. Summary

- National Functional Classification is abbreviated “NFC.”
- Every public road in the United States has an NFC designation.
- The Federal Highway Administration (FHWA) oversees the laws and regulations that pertain to NFC.
- In Michigan, the Michigan Department of Transportation (MDOT) is given the primary responsibility for updating and maintaining the NFC system, in cooperation with the appropriate local officials, subject to approval by the FHWA – Michigan Division (in Lansing).
- The NFC assigned to a highway, road, or street is based on the function of the roadway. The basic functional categories are:

Arterial – Collector – Local

- There are rural, urban, and other types of NFC sub-categories. The dividing line between rural and urban NFCs is the federal-aid urban boundary (FAUB).
- The NFC of a road determines whether it is eligible for federal-aid for highways.
- Under current federal legislation (the Transportation Equity Act for the 21st Century, or TEA-21), every road with an NFC of collector or higher is eligible for federal-aid for highways.
- In general, the NFC of a road can be changed at any time, upon request by the road agency having jurisdiction or responsibility, according to procedures and criteria provided by MDOT.
- Following each decennial U.S. Census (the latest being in 2000), MDOT and the appropriate local officials cooperate in updating federal-aid urban boundaries, as a prelude to updating all NFCs statewide.
- The target date for completion of the current statewide review of NFC is January 31, 2005.

II. Background

Why be Interested in NFC?

If a road has an NFC of collector or higher it is eligible for federal-aid, usually under the federal Surface Transportation Program (STP). Federal-aid eligibility is the main reason why most road agencies are interested in NFC.

There are other reasons to be interested in NFC:

- NFC is linked to Michigan's Transportation Asset Management Program. In the early phases of this program, the condition of all routes with an NFC of collector or higher will have their condition assessed.
- NFC information – route extent and usage – is reported by Michigan to the FHWA where it then figures into allocation formulas for distributing federal aid among the states. This adds importance to achieving an accurate representation of NFC.
- The urban/rural differences in NFC are used in Michigan's Act 51, the law that distributes Michigan's gas tax and related revenue to the state, county road commissions, and municipalities. "County primary" and "county local" roads that are urban according to NFC are accorded a higher value in the complex Act 51 distribution formulas.
- The functional differences between routes classified as arterial, collector or local can be used to prioritize improvement dollars, at the discretion of the road agency with jurisdiction.
- The functional differences among the NFC categories can be used in community planning, such as in determining building setbacks, driveway access, type of parking, and so forth. Again, such uses of NFC are at the discretion of the road agency with jurisdiction.
- Since NFC is used nationwide, statistics about routes in the various categories can be compared state-to-state. For example, you can find reports with information compiled by state by NFC at the FHWA's Office of Highway Policy web site: <http://www.fhwa.gov/ohim/>

Federal-aid Urban Boundaries and NFC

There are urban/rural distinctions within NFC. Urban NFC designations are used inside and along the boundary of urban areas while rural NFCs are used outside such areas. Both NFC and the designation of urban areas have their legal basis in Title 23 of the United States Code. Title 23 provides for two types of area: urban and urbanized. Both types of area include U.S. Census urban area as a minimum. Title 23 specifies that urban areas have a census population of at least 5,000 and that urbanized areas have a Census population of at least 50,000.

The criteria for Census urban areas are based on population density. Title 23 permits the use of additional criteria for inclusion within the urban or urbanized area. Michigan uses additional criteria based on urban land use and “smoothing” of the area boundary. In Michigan, the resulting boundaries are called **federal-aid urban boundaries**.

During 2002 and 2003, MDOT worked cooperatively with the appropriate local officials to update all federal-aid urban boundaries in the state, using the 2000 U.S. Census urban areas as a starting point. All updated federal-aid urban boundaries were submitted to and approved by the FHWA. Following FHWA approval, the updated federal-aid urban boundaries were “rectified” to the latest version of the **Michigan Geographic Framework** (more below). Therefore, the federal-aid urban boundaries shown on the attached maps may vary slightly compared to those used during the update project. This is due to the greater degree of accuracy used in the Michigan Geographic Framework relative to geography supplied by the U.S. Census.

In order to provide the most accurate mileage information by urban/rural NFC, MDOT has already processed NFC changes to reflect the updated federal-aid urban boundaries. For example, if a rural collector became included within updated federal-aid urban boundaries, the NFC of that road was changed to urban collector. In like manner, the NFC has been changed for all roads and streets affected by updates in federal-aid urban boundaries. If any urban area is shown on the enclosed maps, these NFC changes are already reflected. If your package includes tables of mileage by NFC by urban area, these tables also reflect these urban/rural NFC changes.

You may review the NFCs of roads in the vicinity of updated federal-aid urban boundaries just as you review any roads in your area, and suggest changes according to the criteria provided.

<p>NOTE: Roads which form part of a federal-aid urban boundary (the boundary “follows” the road) are URBAN.</p>
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Mapping NFC

The last time a statewide review of NFC was conducted in Michigan (1992-3), the system was mapped using a CADD program (Computer-aided Drafting and Design). That system is still in use, but we are making the transition to a GIS (Geographic Information System). Specifically, NFC and federal-aid urban boundaries are now “attributes” on the Michigan Geographic Framework GIS.

Creating the Michigan Geographic Framework, or MGF, has been the work of multiple agencies, over several years. Every effort has been made to maintain accurate and up-to-date information in the MGF, but errors may occur.

Future Routes

During this statewide NFC review, MDOT will verify all “future” or unbuilt routes, most of which are not included in the MGF.

FHWA guidelines permit a “future” collector or higher to be included on the NFC map, if the relevant criteria are met. In this way, funding the construction of the “future” roadway can become a federal-aid eligible item.

“Future” collectors and higher should only be shown on the NFC map if it is likely construction will begin within 6 – 7 years. Any “future” routes shown on previous CADD-generated maps will be added to the MGF if the appropriate local officials verify continued commitment to their construction. Additional “future” routes may also be proposed, according to the criteria and procedures provided below.

Note that due to MGF version release scheduling, it is possible for a once “future” route to be built and open to traffic, and yet be absent from the MGF version used for printing NFC review maps. Such omissions will be corrected in succeeding MGF versions.

Official Representation of NFC

Whether due to error or to the absence of a previously approved “future” route, the enclosed map may differ from the previous CADD-generated maps of your area. The color-scheme of the NFC maps has also been changed. If it would assist in your review of NFC, a copy of the CADD-generated map is available upon request.

At the completion of this statewide NFC review, the official representation of NFC in Michigan will reside on the Michigan Geographic Framework. Until that time, MGF representations of NFC may be regarded as conditional.

III. How to Review NFCs in your Area

Introduction

The NFC system in Michigan has been developed over several decades, following guidance from the FHWA publication, **Highway Functional Classification: Concepts, Criteria and Procedures** (Revised March 1989).

This publication explains the theory behind functional classification and describes how to develop an NFC system “from scratch.” Copies of this reference work are available upon request; see “Contacts,” below.

MDOT has maintained an NFC web site since 1996. The web site includes useful definitions of arterials, collectors and NFC local roads:

Principal arterials are at the top of the NFC hierarchical system. Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major airports or regional shopping centers. EXAMPLES: Interstate and other freeways; other state routes between large cities; important surface streets in large cities.

Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. EXAMPLES: State routes between smaller cities; surface streets of medium importance in large cities; important surface streets in smaller cities.

Collectors tend to provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials. EXAMPLES: County, farm-to-market roads; various connecting streets in large and small cities.

Local roads primarily provide access to property. EXAMPLES: Residential streets; lightly-traveled county roads.

From www.michigan.gov/mdot - follow the links to **Maps & Publications**, then to **NFC**

NOTE: The maps available at the web site may be outdated or “under construction,” due to the federal-aid urban boundary update, updates to the GIS, and so forth. Following the completion of this review and the transition to the GIS, we hope to provide an updated set of online NFC maps, in a more accessible format.

Beginning your NFC Review

You may be new to the concept of NFC or perhaps haven't looked at NFC in awhile. A suggested first step for this review is to study the enclosed map. You are familiar with the roads you and others in your area travel for various purposes – to go to and from work, to shop, to run errands, and to visit friends and acquaintances. Find the roads that you use for these purposes on the map and use the legend to see how they are classified. Michigan has over 120,000 miles of public roadway and the great majority of these already have the appropriate NFC. As you study the map – which shows current NFCs – you can gain an idea of what arterials, collectors, and NFC local roads “look like.”

With your knowledge of the local area, you will be aware of any roads that have had a change in function since the last time there was a statewide NFC review in Michigan (1992-93). For example, perhaps a shopping mall, industrial park, new residential development, or new school has been built. If the roads serving these “traffic generators” are shown on the enclosed map as NFC local, this may suggest an NFC change to collector is called for. On the other hand, some roads may have been closed or seen their usage lessened due to surrounding land use changes. If such roads are shown on the map as collectors or higher, perhaps they should be identified as “non-existent” or “closed” or changed to NFC local.

NFC Criteria

The following criteria apply to all NFC categories of collector and higher. As you read this section and the “Specific Situations” that follow, bear in mind that NFC is usually determined by several factors combined, rather than a single criteria.

1. Statewide Mileage by NFC: Percentage Guidelines

The guidelines below are from FHWA and must be observed. Attachment 1 shows Michigan's current statewide mileage by NFC.

NFC CATEGORY	URBAN	RURAL
Principal Arterials	5 - 10 %	2 - 4 %
Principal Arterials plus Minor Arterials	15 - 25 %	6 - 12 %
Collectors	5 - 10 %	20 - 25 %
Local Roads	65 - 80 %	65 - 75 %

2. Spacing

Collectors and higher may be spaced more densely within urban areas than in rural areas. For urban or urbanized areas, tables are enclosed showing mileage by NFC. These tables provide guidance as to how many miles of collector or higher may be added (or deleted or changed).

In rural areas, only statewide percentage guidelines are observed. Therefore, spacing of collectors and higher may generally follow historical patterns in each county. At the same time, the appropriate “Specific Situations,” below, should be considered (especially, “Rural Collectors exceed Statewide Percentage Guidelines”).

3. Connectivity

Because NFC is a hierarchical system, collectors and arterials connect to each other in a particular way. Rural minor collectors may connect to other rural minor collectors or higher; rural major collectors may connect to other rural major collectors or higher; and so on. Roads in each classification may connect to roads of the same or higher classifications.

Stub routes are an exception to the connectivity rules. A stub collector route, for example, may end at a major traffic generator or geographic feature, such as a peninsula.

4. Traffic Volumes

Statewide information about Average Daily Traffic (ADT) is not available at this time for all collectors and higher. If you propose an NFC change to a road, and have corresponding ADT information, that is a welcome addition to your NFC change request. Otherwise, compare the traffic volumes on the roads for which you are proposing NFC changes to other roads with the same NFC. The traffic volumes along all urban collectors in your area, for example, should be of similar magnitude.

5. Act 51 Coordination

Every collector and higher should be either an Act 51 County Primary Road, an Act 51 City Major Street or a State Trunkline. (But the “reverse” is not true – there are Act 51 County Primary roads, Act 51 City Major streets and state trunkline with “local” NFCs.)

Since the Act 51 system is an attribute on the Michigan Geographic Framework GIS, information will be available to identify discrepancies between NFC and Act 51 designations. If you have any questions about Act 51 designations in your area, see “Contacts,” below.

Specific Situations

There are a number of specific situations to consider as you review your map. However, note that not every area contains instances of every situation mentioned, nor is this list exhaustive of all possible situations.

New Urban Area as of the 2000 Census

As noted under the “Spacing” criteria, above, collectors and higher may be more densely spaced within urban areas than in rural areas. To prepare maps and mileage tables for this review, we changed the NFC of rural roads and streets that have become urban as a result of the federal-aid urban boundary update. However, these preliminary changes reflect the same density of collectors and higher that existed when the area was rural. In addition to routes that carry traffic in and out of the area, you may also consider routes which serve the “central business district” or main commercial area as collectors and higher. Routes which serve schools, medical centers, industrial parks, and recreational facilities are other examples of potential collectors and higher for the new urban area.

Using the Urban/Urbanized Area Mileage by NFC Tables

These tables were mentioned under the Spacing criteria, above, as a source of guidance. It is not our intent to hold each urban or urbanized area to exact compliance with the FHWA percentage guidelines. However, MDOT is committed to staying within the percentage guidelines on a *statewide* basis. Statewide, only so many miles of roadway may have an NFC of collector and higher. Thus, if individual urban or urbanized areas, for example, stay within the percentage guidelines, it will be easier to attain statewide compliance.

Urban Collectors exceed Statewide Percentage Guidelines

Due to the preliminary changes described above, among other reasons, Michigan exceeds statewide percentage guidelines for urban collectors for the first time. However, Attachment 1, “Michigan’s Statewide Mileage by National Functional Classification,” shows that on a statewide basis, mileage may be added in the arterial classifications. If your package includes individual “NFC mileage by urban/urbanized area” tables, these will provide guidance as to how to add, delete, or change classifications so as to balance local, collector and arterial road mileage in your area.

Focus on Urban Centers

The “Urban/Urbanized Area Mileage by NFC” tables may indicate that urban collector (or higher) mileage can be added in your area. We suggest that you give particular attention to streets in the older urban centers as possible collectors or minor arterials, if they meet the appropriate criteria. This will be consistent with recommendations from Governor Jennifer Granholm’s *Land Use Leadership Council* regarding a renewed focus on the infrastructure of existing urban centers.

Service Drives along Urban Freeways

The service drives or frontage roads which parallel urban freeways should have an NFC of urban collector, at a minimum. Such routes exist mostly in Michigan's largest urbanized areas (Detroit, Flint, Grand Rapids, etc.) Many are properly classified, but inconsistencies exist and should be corrected.

Rural Collectors exceed Statewide Percentage Guidelines

Michigan exceeds the statewide percentage guidelines for rural collectors. We have been working to correct this situation since the last statewide NFC review (1992-93). The adjustments can be made either by changing rural collectors to rural local roads or to rural minor arterials (downgrades or upgrades).

As Attachment 1 indicates, there is ample "room" to add miles to the rural minor arterial category. Historically, most rural minor arterials in Michigan have been state trunklines. As of 1991 changes to federal legislation, MDOT has encouraged county road commissions to review their rural major collectors and identify those that more correctly meet rural minor arterial criteria. Such criteria include:

- a. Routes generally extend into two or more counties
- b. Route speeds of 55 miles per hour are generally safe and comfortable, where appropriate to adjacent land use
- c. Routes generally have full stops only at other arterials, or have 4-way type stops with rural major collectors
- d. Routes have traffic volumes in a range comparable to that of existing rural minor arterials in the region.

Rural Minor Collectors

Rural minor collectors are an inconsistent NFC category in two respects: (1) They are the only rural NFC category without a specific urban NFC counterpart; and (2) they are not included in the United States Code, Title 23 definition of "federal-aid highways." Under TEA-21, rural minor collectors do have a limited eligibility for federal-aid; under Michigan practice, they have the same eligibility as federal-aid highways.

If you have urban or urbanized area to review, we suggest you give particular attention to any urban collectors which become rural minor collectors at the federal-aid urban boundary. Since urban collectors are federal-aid highways, it is somewhat inconsistent that the route ceases to be of this status simply because it crosses an "invisible" boundary. A more consistent transition may be urban collector to rural major collector (since a rural MAJOR collector is a federal-aid highway). However, either transition for an urban collector – to rural minor or to rural major collector – is technically correct.

“Rural Cities”

There are hundreds of Michigan cities and villages that: (1) have a census population less than 5,000; and (2) are located outside any federal-aid urban boundaries. We call these “rural cities” and as the name implies, the spacing of collectors and higher in these areas is of the rural type. In general, the system of collectors and higher need to serve a “rural city,” that is, provide access in and out. The ability to add additional collectors and higher within a “rural city” is subject to the following:

- a. The addition will not cause statewide percentage guidelines for rural collectors to be exceeded.
- b. The addition has the support of the adjoining county road commission.
- c. The addition serves an important community function.
- d. Generally, no more than one such “additional” collector or higher will be included in the NFC system for any one “rural city.”

Roads that have been closed

It is possible for a collector or higher NFC route to appear on your map, even though the road or street is permanently closed. Until the development of the Michigan Geographic Framework GIS, we have not had a consistent mechanism for identifying such anomalies.

As you are preparing your marked up map for return to MDOT (“Procedures,” below), note any permanently closed roads that form part or all of a collector or higher route. Indicate how the traffic which was once carried by that route now flows. Often, the collector or higher designation may simply be removed from the map where the road was closed. In other cases, there needs to be re-routing along different roads in order to maintain connectivity.

Unpaved Collectors and Higher

There are many miles of unpaved collectors in Michigan. As collectors, these roads are eligible for federal-aid, which can be used for improvements such as paving. Since there is not enough funding to meet every need, such a collector may remain unpaved for years. However, depending on the specific area, it may be difficult for an unpaved road to function as a collector (for example, to carry collector-level traffic volumes). This is all the more true of unpaved minor arterials. Unpaved collectors and higher should be carefully reviewed to make sure they meet appropriate NFC criteria.

Lack of Coordination between Act 51 and NFC Designations

As noted under the “Act 51 Coordination” criteria, collectors and higher designations should follow roads which are either county primary, city major, or state trunkline. If this is not the case, either the NFC may be incorrect or an adjustment to the Act 51 system may be called for. For more information, see “Contacts.”

IV. Procedures for Changing NFC

Federal regulations provide that state transportation agencies have the primary responsibility for maintaining and updating NFC, in cooperation with the appropriate local officials, and subject to FHWA approval (Code of Federal Regulations citation: 23 CFR 470.105(b)(1)).

Thus, the procedure in brief is for local agencies to send NFC change requests to MDOT. Upon review and concurrence, MDOT submits NFC change requests to the FHWA for approval.

Appropriate Local Officials

The set of “appropriate local officials” who cooperate with MDOT in updating the NFC system varies according to whether they represent an area inside or outside a Metropolitan Area Boundary (**MAB**).

MABs are established for Metropolitan Planning Organizations (**MPOs**). MPOs exercise transportation planning authority within areas, bounded by MABs, that include urbanized area and area likely to become urbanized over a twenty year timeframe. Here is the definition of urbanized area used by MDOT in updating federal-aid urban boundaries: “An urbanized area, as designated by the Bureau of the Census, being an area comprising a place and the adjacent densely settled surrounding territory that together have a minimum population of 50,000 people.”

Attachment 2 shows a map of MABs in Michigan and the corresponding MPOs. Determine whether you are inside or outside a MAB and follow the procedures, below, accordingly. For your convenience, Attachment 3 provides contact information for each Michigan MPO.

Procedures: Inside MABs

1. Review the enclosed maps, this document, and attachments.
2. Review both the NFCs of roads in the vicinity of the updated federal-aid urban boundaries and all roads within your MAB.
3. You are encouraged to either schedule a special MPO meeting or an NFC agenda item at a regularly scheduled MPO meeting to which you can invite MDOT’s statewide NFC coordinator (see “Contacts.”)
4. Determine proposed NFC changes in accordance with the “Criteria” and “Specific Situations” information provided in this document.
5. Adopt the proposed NFC changes through the MPO committee process.
6. Sign or have the appropriate MPO official sign the “Statement of Agreement for National Functional Classification Update and Revision” (sample enclosed as Attachment 4).

7. Return the following items to MDOT (address provided in "Contacts"):
 - a. A map clearly marked to show the proposed NFC changes that are in accordance with the "Criteria" and "Specific Situations" described above.
 - b. A list or table of the mileage of the proposed changes by NFC.
 - c. A statement of explanation for proposed NFC changes which are at variance with the "Criteria" and "Specific Situations" described above.
 - d. A statement of funding commitment for any "future" (unbuilt) routes.
 - e. A copy of the signed "Statement of Agreement for National Functional Classification Update and Revision."

Procedures: Outside MABs

1. Review the enclosed maps, this document, and attachments.
2. Review both the NFCs of roads in the vicinity of the updated federal-aid urban boundaries and all roads within your county and/or urban area.
3. You are encouraged to either schedule a meeting to which you can invite MDOT's statewide NFC coordinator (see "Contacts") or to attend a regional meeting about NFC if one is scheduled for your region.
4. Determine proposed NFC changes in accordance with the "Criteria" and "Specific Situations" information provided in this document.
5. Discuss the proposed NFC changes with adjoining jurisdictions:
 - a. If you represent a county road commission, coordinate NFC changes with adjoining counties and cities. If your county includes a "small urban area" (area population is 5,000 to 49,999), you should coordinate with the municipalities located within the federal-aid urban boundaries.
 - b. If you represent a city or village located within a "small urban area," coordinate with any other cities or villages located within the federal-aid urban boundaries and with the adjoining county road commission.
6. An appropriate representative or local official for each affected jurisdiction must sign the "Statement of Agreement for National Functional Classification Update and Revision" (sample enclosed as Attachment 4).
 - a. For counties with no "small urban areas" (rural counties), only the representative for the county road commission need sign.
 - b. For counties with "small urban areas," representatives for the county road commission and for each incorporated city or village located within the federal-aid urban boundary must sign.
7. Return the following items to MDOT (address provided in "Contacts"):
 - a. A map clearly marked to show the proposed NFC changes that are in accordance with the "Criteria" and "Specific Situations" described above.
 - b. A list or table of the mileage of the proposed changes by NFC.

- c. A statement of explanation for proposed NFC changes which are at variance with the "Criteria" and "Specific Situations" described above.
- d. A statement of funding commitment for any "future" (unbuilt) routes.
- e. A copy of the signed "Statement of Agreement for National Functional Classification Update and Revision."

MDOT's Review and Concurrence

MDOT will review the items you return according to the "Procedures," above. MDOT's review will include coordination of NFCs at jurisdictional borders and verification of consistent statewide practice with regard to the "Criteria" and the "Specific Situations" information, above. You will be notified either by telephone, e-mail, or in writing of any issues that prevent MDOT from concurring with your proposed NFC changes.

Once MDOT concurs with your proposed NFC changes, they will be submitted to the FHWA for final review and approval. Approved NFC changes will be incorporated into the latest available version of the Michigan Geographic Framework (GIS).

Approved NFC Changes and Federal-aid Eligibility

Once FHWA approves NFC changes in your area, if the NFC change makes the road eligible for federal aid, the eligibility is effective as of the date FHWA approves the changes.

We will make every effort to coordinate NFC changes and the short-term program which you develop for the use of federal-aid monies in your area. Because we will be working on the statewide review of NFC starting in late 2003 and throughout 2004, NFC changes will be approved at various points in time for different areas. If you have a pending federal-aid project which requires an NFC change to be eligible, please notify Statewide Planning staff (see "Contacts").

<p>NOTE: The target date for completion of the statewide NFC review is January 31, 2005.</p>
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Electronic transmission

If you would like to receive an electronic file of the NFC and federal-aid urban boundary GIS information, please contact the statewide NFC coordinator (see "Contacts").

V. Contacts

MDOT – Statewide Transportation Planning Division

Susan Berquist is the statewide coordinator for NFC in Michigan. All questions about the statewide review of NFC should be directed to Ms. Berquist. She can be reached at (517) 335-2929 or berquists@michigan.gov

Following “Procedures,” above, please send marked up maps and other requested items to:

Susan Berquist, Transportation Planner
MDOT – Statewide Planning Section
Van Wagoner Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909

Susan Richardson coordinates federal-aid project selection for the Rural Task Forces and the Small Urban Committees or Task Forces. Ms. Richardson also represents MDOT at several MPOs. Ms. Richardson can either answer your federal-aid project questions, or direct you to the appropriate person. She can be reached at (517) 373-1881.

MDOT – Asset Management Division

Richard Turcotte is the Act 51 Certification Engineer. Mr. Turcotte oversees the annual certification of all county and municipal roads and streets, which includes a process for requesting additions to the county primary road or city major street systems. Mr. Turcotte can be reached at (517) 335-2916.

Attachment 1

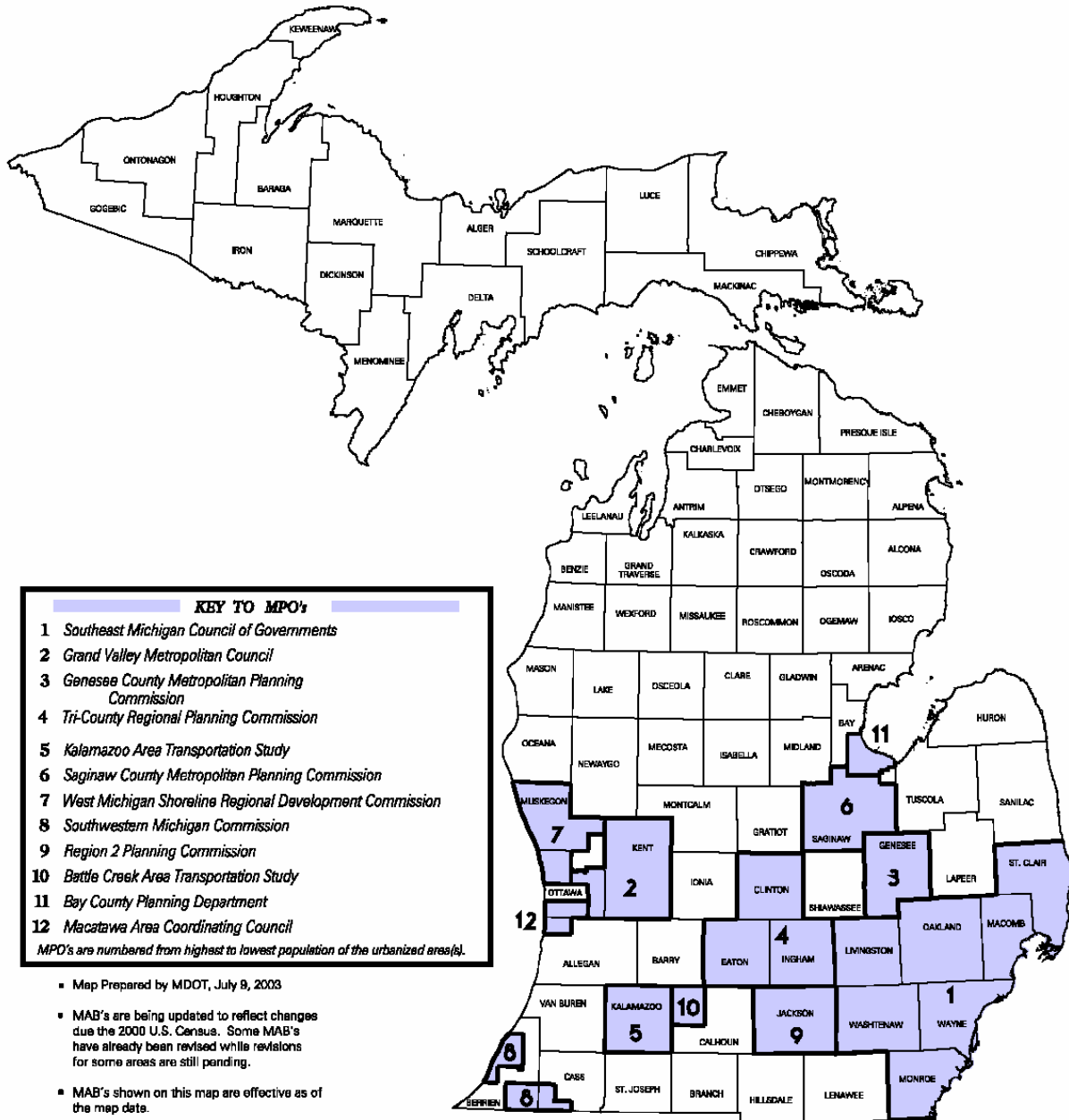
Michigan's Statewide Mileage by National Functional Classification

Classification	Mileage	Percentage	FHWA Guidelines	Miles Over/Under Guidance
Rural Interstate	612.08			
Rural Other Freeway	358.50			
Rural Other Principal Arterial	2,184.36			
Total Rural Principal Arterial	3,154.94	3.75%	4%	208 under
Rural Minor Arterial	3,833.79	4.56%	6%	1,210 under
Rural Major Collector	15,986.97			
Rural Minor Collector	5,929.79			
Total Rural Collector	21,916.76	26.07%	25%	899 over
Rural Local	55,165.01	65.62%	65%	
Total Rural	84,070.49	100.00%		
Urban Interstate	647.05			
Urban Other Freeway	322.09			
Urban Other Principal Arterial	2,176.69			
Total Urban Principal Arterial	3,145.83	8.95%	10%	371 under
Urban Minor Arterial	3,578.53	10.18%	15%	1,696 under
Urban Collector	3,892.62	11.07%	10%	376 over
Urban Local	24,548.77	69.81%	65%	
Total Urban	35,165.76	100.00%		
Total Statewide	119,236.24			

Data Source: Michigan Geographic Framework, Version 3c, October 2003

Attachment 2

Michigan's Metropolitan Areas and their boundaries (MAB's)



Attachment 3

METROPOLITAN PLANNING ORGANIZATIONS-MPOs

Mr. Sandeep Dey, Executive Director
West Michigan Shoreline
Regional Development Commission
316 Morris Avenue, Suite 340
PO Box 387
Muskegon, MI 49443-0387
(231) 722-7878
Fax: (231) 722-9362
E-mail: sdey@wmsrdc.org

Mr. Don Stypula, Executive Director
Grand Valley Metro Council
40 Pearl St., NW, Ste. 410
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(616) 776-3876
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of Governments
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Mr. Charles Reisdorf, Executive Director
Region 2 Planning Commission
Jackson County Tower Building
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Mr. Jon Coleman, Executive Director
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Mr. John Egelhaaf, Executive Director
Southwestern Michigan Commission
185 East Main Street, Suite 701
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Fax: (269) 925-0288
E-mail: egelhaafj@swmicomm.org

Mr. Jay Reithel, Director
Saginaw County Metropolitan
Planning Commission
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Ms. Sue Higgins, Executive Director
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(A portion of Monroe County, MI is part of the Toledo Urbanized Area, but is under the SEMCOG MPO)

MICHIGAN DEPARTMENT OF TRANSPORTATION

**STATEMENT OF AGREEMENT
FOR
NATIONAL FUNCTIONAL CLASSIFICATION
UPDATE AND REVISION**

The undersigned hereby certify that these provisions have been complied with in developing and updating the functional classification for (insert names as needed):

Name	Title/Agency	Date
Name	Title/Agency	Date
Name	Title/Agency	Date
Name	Title/Agency	Date
Name	Title/Agency	Date

[add more pages as needed]